



KANSAS CITY RADIO CONTROL ASSOCIATION



CONTACTS



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FROM THE PRESIDENT

Have you ever searched the Internet for your name? Well I did, and found all kinds of people named Craig White.

I found 25 people on LinkedIn named Craig White, I found Craig White the cricket player from England, Craig White the MMA (mixed martial arts) fighter also from England. The surname White is the 14th most common in the United States according to the 1990 census. The origin of the surname White is old English with the earliest recorded instance in the 9th century AD. Other spellings of White are Wight, Whyte, and Whight. One website that searches phone book white pages says there are 741 people named Craig White in the United States, with 28 in Missouri. The first name Craig is of Scottish and Gaelic origin, and the meaning of Craig is "rock, rocky".

Comes from the word "crag". Craig is also originally a Scottish surname. Craig as first name for men is 90th out of 1220 and the surname Craig is 288th out of 88799, from the 1990 United State census.

There are towns or villages named Craig in the following states; Colorado, Missouri, Kansas, Nebraska, Iowa, Montana, California, and Alaska. There is a Fort Craig National Historic Site in New Mexico. Fort Craig was established in 1854 and was one of the largest forts in the West. Fort Craig played crucial roles in the Civil War and Indian campaigns. It was home to Buffalo Soldiers from the 9th Cavalry and the 38th and the 125th Infantry, predominantly Hispanic New Mexico Volunteers and Mexico Militia. Source of this information http://www.blm.gov/nm/st/en/prog/recreation/socorro/fort_craig.html

Craig White

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NEXT MEETING

April 18, 2012

7:00 p.m.

EAA Hangar Bldg.
Lee's Summit Airport

Program: "Bring what ya Built" (over the winter).

MEETING MINUTES

March 2011

The meeting was called to order at 7:01 pm by club president Craig White.

There were 20 members in attendance. There were two visitors. Kirk Bell dropped in to see what KCRC is all about and Jason Howe from Garmin Industries was a guest and presenter of our program.

There was a motion made and seconded to approve the minutes from the February meeting as published in the February Contacts newsletter. Motion carried.

Officer Reports:

President Craig White reported on the upcoming summer flying events. Craig reported that the first event will be the spring pylon race on April 28. This is a one day race and Craig is the Contest Director. He also requested helpers to run the race. Craig also reminded members that the program for the April meeting will be "Bring what you Built".

Vice president, Adam Spence introduced his colleague from Garmin, Jason Howe. Adam also stated that his business travels were making it difficult to attend meetings and that the club needs to consider a replacement for the V.P. position.

Treasurer Tom Safley presented the financial report. He also presented the financial results of the Swap-N-Shop. Profits were down about \$400.00. However, considering the change of venue and date, the S-N-S committee felt that the returns were much better than anticipated. Tom suggested that the club put some assets from the checking account into long term savings.

Joe Cygan gave the **Parks Report**. Joe reported that the parks permits for special activities had been approved and returned to the club. Joe questioned if the supplemental insurance from AMA had been secured.

Secretary Jim Cianciolo reported that as of March 10 there are 48 paid members. The secretary reminded everyone that 2012 membership renewals should be sent to Treasurer Tom Safely. He reported that the club charter had been submitted to AMA. Included in the submittal was the application for the supplemental insurance for the Parks department. This year the original insurance certificate will be sent directly to the Park Department and the club will be notified via email that the certificate has been delivered. He also distributed the membership cards to those present.

Old Business

Susan Calvin reported on the progress for the Warbird Fly-In in September.

Craig reported that the Third Annual Indoor Extravaganza at the Airline History Museum has been cancelled. Craig also reported that we received a request to fly R/C at a full scale fly-in in Cameron MO but the time slot was only ½ hour so we declined the invitation.

New Business:

Marvin Lacamp reported that he had finished repairing the starting stands at the field. He also reported that there was another incident of vandalism. Someone has spray-painted obscenities' on the signage. Marvin cleaned and repainted the damage. Thank you Marvin.

Ed Baucom commented that he appreciated Susan Calvin's Safety Column in the newsletter. And he reported that the video library is available for any club member and that there were some new videos available.

Meeting was adjourned about 7:45 p.m.

Show and Tell:

Jon Johnson brought a electric plane under construction and asked for building advice. Duane Hulen brought a new pylon racer and showed how he painted the wing.

For the program, Jason Howe presented a very interesting program on autonomous quadcopters. He developed several small unmanned aerial vehicles and wrote the programs so the copter could fly semi-autonomous or fully autonomous. Jason flew one in the room and demonstrated how it can recognize its location in a room or around objects. Thank you Jason. It was very impressive.

Respectfully submitted,
Jim Cianciolo, secretary

KCRC NEWS

KCRC 2012 EVENTS

Jan 1 Max Klotz Icicle Fly-in
Jan 21 KCRC Member Dinner
Feb 11 KCRC Swap-n-Shop

Apr 28 KCRC Pylon Races

Jun 16 KCRC-Fun Fly
Jul 14 KCRC-3D Fly-In
Jul 28 KCRC Control Line event
Sep 8 KCRC Warbird Fly-In
Oct 6 KCRC Pylon Races

KCRC Apparel

Please contact Dan Olson if you would like to purchase any of the following:

HATS: White or Navy, one size.....	\$10.00 each
T-Shirts: club standard, Med., LG, XL....	\$14.00 each
Discontinued (sale) 2X, 3X, 4X	\$7.00 each
Polo Shirts: Med. Only.....	\$25.00 each
Hooded Sweatshirt: Navy, LG, XL.....	\$34.00 each
2X.....	\$36.00 each
Satin Baseball Jacket (old style, discontinued) SALE LG....	\$40.00 each
Windbreaker Jacket: Navy, LG, XL....	\$30.00 each
2X.....	\$32.00 each
Small Logo patch	\$2.00 each
Large Logo patch	\$7.50 each
Rectangular KCRC patch	\$2.00 each
Decal Sheet (9 KCRC decals / sheet) ...	\$10.00 sht.
Battery Test Meter	\$12.00 each

Note: Other jacket styles are available on a special order basis. See or contact Dan Olson for optional styles. These must be ordered by KCRC in order to get the club logo applied

KCRC Bulletin Board

The April meeting is our annual "Bring what ya built over the winter" meeting. After a brief business meeting we will adjourn out into the Hangar area to view all the fine works of art that have been crafted over the last several months. Anything that fly's is fair game for this meeting. Doesn't make any difference how much it cost, what it looks like or whatever. If you built it, bring it (that includes ARF's and even RTF's). See you at the meeting!

April is also the month of our first Pylon race of the year and as always we will need the usual compliment of workers and helpers to make this event run as flawlessly as possible. The usual positions that need to be filled are: Pylon Judge (2 ea.), lap counter (4 ea.), Pylon one judge (4 ea.), etc. So, If you have some spare time, please plan on coming out and helping

2012 R/C Park Permits

You'll find that when you go to get your 2012 JCPR R/C park permit that those have remained steady at \$25.00 per year. Park permits, this time of year, may be obtained at the Lake Jacomo JCPR Admin Bldg. (816-503-8888), Monday thru Friday, or Longview Lake Marina (816-966-0131) 7-days a week, 7:00 am—1:00 pm.

R/C Permits are available on January 3rd for the current year. Remember to take your AMA card because JCPR requires proof of AMA coverage.

Contacts is a monthly publication of Kansas City Radio Control Assoc. (KCRC). Subscription price for newsletter only is \$12.00, per 12 issues. Contributions to this publication are encouraged from all KCRC members. Please send all articles, announcements, "For Sale" items, etc. to the Editor for consideration. Publication of member submissions are subject to the Editors discretion.

Safety Briefing

By Susan Calvin

A long time ago, in a far away universe, I was flying for a large government employer. At the end of a couple days of intense missions my crew and I returned to our base to refuel. My immediate boss took one look at us and decided we should stand down for the day as we looked bedraggled. We wanted to go back out, but he was insistent that we get some rest. Reluctantly, I agreed and began the post flight inspection of my helicopter. While inspecting the rotor head I was surprised to discover a significant crack in a part called a trunion cap. A complete description of this part and its function is unnecessary. Suffice it to say, the pending failure of this part would have caused the separation of the rotor system from my helicopter. My best guess is that my crew and I were less than a minute from completing our last mission, ever.

Now, come forward to the recent past. While watching a video of Dave Platt (Mr. Scale), titled "The Jet Set", I watched in great disappointment as his newest jet model suffered a structural failure in flight and crashed in an expensive ball of fire not far from some spectators/modelers. After examining the remains of his plane, Dave determined that some previous damage (hangar rash) to the horizontal stabilizer was the most likely cause of the structural failure of the stabilizer in flight. This is not an isolated event, as many of us have also experienced in-flight failures of our planes. Fortunately, most of the time, the resulting crashes only cause loss of the plane and do not cause injury to people.

How are these situations related? One of them involved a post flight inspection, the other a pre-flight inspection. In both these situations the importance of a thorough inspection is highlighted. Discovering a crack in my helicopter's rotor head prevented me from taking off on my final flight. Had Dave made a more thorough inspection of his plane after bumping the tail on his car when removing the plane, he most likely would have discovered the damage that subsequently caused the plane to crash. To his great credit, Dave addressed this issue in his video so that other modelers could learn from it.

Often, when I was a flight instructor orienting new flight students I would tell them that a good pre-flight inspection was most likely their last chance to save their lives before charging off into the wild blue. And a good post flight might save the next aircrew. While the condition of our aircraft is not quite so critical to our welfare, there is concern for the expense involved in replacing our planes and equipment. There is also the problem of potential liability if our planes cause injury to others, or damage to their property.

A busy flying season is ahead of us and I want everyone to have fun, and get in a lot of flying time. Our planes have been in storage or lying around our shops where they have been susceptible to bumps and bruises that may cause problems. Now is the time for a thorough inspection and repair, if necessary. Take whatever time you need, and try to be thorough. Take nothing for granted, and suspect everything. (Unlike a military pilot, none of us is under any obligation to get back in the air quickly to conduct our next mission). Then after each flight, take another look at your plane before the next flight. The plane, and pocket book, you save may be your own.

Susan

On the Safe Side

by Jim Tiller, *On the Safe Side* Author

Disposing of Batteries

You can't be in this hobby without using batteries. With the proliferation of electric flying, even more batteries entered our lives. These batteries eventually go bad, so we are faced with how to dispose of them. For many years it was the trash can. Now, with all the exotic combinations, it is more of a hassle. "Green" environmental laws and regulations are also a consideration. In some states, it is illegal to dispose of any kind of battery—even alkaline cells, in the trash.

The easiest and most environmentally friendly way to dispose of all your batteries is to put them in a plastic bag, and when you've collected enough, take them to a battery recycler. Many hardware stores or homes centers have boxes or bins that will take batteries. There are also battery retailers such as Batteries Plus or Interstate Batteries that will take them. There is even a website that will send you a box to put your batteries and other hard-to-dispose-of items such as fluorescent bulbs. When it's full, you just drop it in the nearest FedEx box. (www.lamprecycling.com/)

LiPo cells are the ones that are the biggest concern for most fliers. There is plenty of Internet information about the care and feeding of LiPo batteries. You simply *cannot* charge LiPo batteries without a proper peak charger and a fireproof container. If they overcharge, they build up gases. If those gases produce enough pressure, the cells will rupture energetically (notice I did not write explode), releasing those gases that then combust mixing with air. Most have read and heard the horror stories associated with LiPo batteries.

But this essay is on disposing them. If you simply must dispose of them yourself, here are some simple instructions, but you can search the internet for a more complete set.

Before you dispose of a LiPo battery, you should discharge it. (Don't try to discharge a damaged pack. If it is damaged, skip down to soaking the cells in salt water.) Many LiPo chargers also discharge the same packs. If so, just discharge the battery to the lowest point allowed on your charger (less than 1 volt per cell). Follow the same safety instructions while discharging as you do for charging.

If your charger won't do it, a 12-volt light bulb wired between the poles will do the job for smaller packs of three cells or less. Let the pack discharge an hour or so after the light bulb goes out.

Soak the cells in salt water ($\frac{1}{2}$ cup of salt per gallon) for a few days. Soaked and discharged LiPos are safe to put in the trash or the recycling bag depending on local regulations.

The biggest environmental concern is the Nickel Cadmium (Ni-Cd) and Nickel Metal Hydrides (NiMH) batteries. First of all, the metallic residue can be recycled and reused. Second, they are toxic waste if they find their way into the landfill and/or our water supply.



KCRC 2012 Spring Pylon Race

April 28th, 2012
Charles W Reed III Flying Field
Lee's Summit, MO



Come participate in one of the most exciting forms of radio control competition.

Racing Class: AMA 424, and AMA 426

Course: 475' x 100' 3-Pole

Club: Kansas City Radio Control Association - www.kcradiocontrol.com

Site: Charles Reed Field, Lee's Summit, MO

The field opens at 9:00am daily - Jackson County Park.

<p>Schedule: Registration: 8:00am - 9:00am Practice: 8:00am - 9:15am First Heat: 10:00am 5 rounds for trophies</p>	<p>Entry Fee: \$20.00 per pilot / per event Entry fee is payable by cash or check only. All entrants must have current AMA membership card.</p>
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About AMA 424:

AMA 424 Sport Quickie is a low cost way to get started in RC Pylon racing. Planes are limited to balsa/foam wing construction, hollow molded composite wing and tails are not allowed. The **"STOCK"** TT Pro .40 is currently the only legal motor on the approved engine list. The Great Planes Viper or Lanier Predator II ARFS are an excellent way to get started. **15%** fuel is supplied and the prop is limited to a APC 9x6, making performance very even. Winning takes nerves of steel and putting your racer on the pins.

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About AMA 426:

AMA 426 Super Sport Quickie is basically the same as 424 except it use the Jett motor instead of the TT Pro .40. Airframe is same as AMA 428 Q-500.

For a complete set of rules visit:

<http://www.modelaircraft.org/files/events/rulebooks/rcracing.pdf>

<p>Contest Director: Craig White (816) 229-2117 krcrpilot@gmail.com</p>	<p>Coordinator: Duane Hulen (816) 516-4526 drhulen@sbcglobal.net</p>	<p>Coordinator: Robert Williams (913) 915-2617</p>
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Don't hesitate to call or e-mail with questions

GO FAST AND TURN LEFT!

AMA Sanction 12-0864

KCRC 2012 Membership Application

Kansas City Radio Control Association

A Non-Profit Organization since 1954.

Dedicated to the advancement of R/C modeling in the KC Metro Area

<http://www.kcradiocontrol.com>



If applying by mail, send this completed form and fee to: Tom Safley 3219 Thornbird St. Blue Springs, MO 64015	Please renew your membership early Send AMA dues directly to: AMA Membership 5161 E. Memorial Drive Muncie, IN 47302-9252 (You must be an AMA member to join KCRC)
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New Membership Membership Renewal (Enter name, AMA number, any changed Information, Membership type, amount and sign)

Full Name: _____

Spouse's Name: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____

Home Phone: (____) ____-_____

Email address: _____

AMA Number? _____

Membership Type (Please check one)

- Open Membership \$30.00 (New Member Only: \$15.00 after July 1)
- Senior Membership (18 or under) \$ 17.00
- Junior Membership (16 and under) \$12.00
- Family Membership (All family members in one household) \$40.00

Total Amount Enclosed \$ _____
(DO NOT send CASH by mail, make checks payable to KCRC)

I have reviewed a copy of the Kansas City Radio Control Association [Club Bylaws and Constitution](#). I AGREE to follow all of the Constitution rules and regulations.

Signed _____ Date _____

REMEMBER: You must be a current AMA member and have a current year JCPR (Jackson County Parks & Rec.) R/C Park permit to fly at any JCPR location.

AMA No. ____ Club Roster ____ Card ____ AMA Roster ____ E-Mail ____

CONTACTS



TO:

Dated Material. Please do not delay.

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